



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

STREET RAILWAY REPORTS, ANNOTATED. Volume V. Albany, N. Y.: Matthew Bender & Co. 1908. Pp. xlvii, 964.

The latest number of this series maintains the same high standard of excellence as was established in the earlier volumes. The scope of the notes has been somewhat broadened and their numbers increased. Both these changes add to the value of the work. The addition of a table of contents of the notes in the first four volumes, makes the matter contained in the entire series more accessible. As was pointed out in the review of one of the earlier volumes, the arrangement of the index is based upon a minute sub-division of subjects classified rather according to the essential *facts* involved in a case than the essential *principles*. A somewhat more logical grouping of the cases according to legal doctrines involved instead of this empirical system would add to the value of the work. Among the more important cases set forth in full in the present volume are the following: *Kuhlen v. Boston & Northern Street Railway Company* (p. 385), wherein the Supreme Court of Massachusetts clearly defines the responsibility of a railway company to prevent dangerous crowding among actual and intending passengers in subway and elevated stations where it controls the means of access; *Bird v. Common Council of Detroit* (p. 456), wherein the Michigan Supreme Court decided that cities restrained by a constitutional provision from entering upon or being interested in "any work of internal improvement" can neither operate or construct street railways; *Little Rock Ry. & Electric Company v. Goerner* (p. 33), an Arkansas case wherein is laid down *inter alia* the rule that when a passenger boards a car holding a transfer ticket void on its face owing to the mistake of the issuing conductor, he is nevertheless entitled to transportation under his contract with the company, but that if his transfer is refused his remedy sounds in contract and not in tort; and *Marshall v. Nashville Ry. & Light Company* (Tennessee), which contains a brief but interesting summary of the law as to the liability of a street railway company to a policeman, who while travelling on a pass claimed to have been injured by the gross negligence of the defendant.

R. D. J.